

NATIONAL IDLING REDUCTION NETWORK NEWS

June 2006



SOLICITATIONS

New Grant Program for Idling Reduction Equipment Begins in Wisconsin

Wisconsin joins a number of States offering grants for trucking companies and owner-operators headquartered there for the purchase and installation of idling reduction equipment in 1999 or newer model-year trucks. The State has \$1 million per year starting July 1, 2006, and lasting through June 2011. There is a requirement for a 30-percent cost share, and 75 percent of the funding will go to fleets. More information can be found by contacting Tom Coogan at (608) 267-9214, thomas.coogan@wisconsin.gov, or <http://commerce.wi.gov/BD/BD-CA-Diesel-Grant-Program.html>. Source: *Land Line*, June 16, 2006, http://www.landlinemag.com/todays_news/Daily/2006/Jun06/061606.htm#4

TCEQ's TERP Program Announces Extension of Incentive Grant Request for Applications

The Texas Emissions Reduction Plan (TERP) of the Texas Commission on Environmental Quality (TCEQ) announces that it has extended the deadline to accept applications for its Emission Reduction Incentive Grants (ERIG) Program. The new deadline is Friday, July 7, 2006. Applications that previously had been submitted for the earlier deadline need not be resubmitted.

The ERIG Program provides incentives to eligible individuals, businesses or local governments to reduce emissions from polluting vehicles and equipment. The current Request for Applications (RFA) is for projects in the Houston-Galveston-Brazoria, Dallas-Fort Worth, and Beaumont-Port Arthur nonattainment areas. To be eligible for funding, the grant-funded vehicle or equipment must operate at least 75 percent of its annual usage in the following counties: Brazoria, Chambers, Collin, Dallas, Denton, Ellis, Fort Bend, Galveston, Hardin, Harris, Jefferson, Johnson, Kaufman, Liberty, Montgomery, Orange, Parker, Rockwall, Tarrant, and Waller. Copies of the RFA, eligibility requirements, application forms, and supporting technical documents may be viewed and downloaded from <http://www.terpgrants.org>. Further information is available at (800) 919-TERP (8377).

Northeast Diesel Collaborative Extends Deadline for Funding

The Northeast Diesel Collaborative of the U.S. Environmental Protection Agency (EPA) Regions 1 and 2 has extended the deadline for its procurement seeking proposals to reduce diesel emissions in these regions. The due date to apply for \$1.48 million from the Voluntary Diesel Retrofit Program and the Clean School Bus USA has been changed from Thursday, June 29, 2006, to Thursday, July 13, 2006. For more information, please go to the solicitation at <http://www.grants.gov/search/search.do?mode=VIEW&oppld=9357>.

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NYSERDA and NYSDOT Jointly Seek Transportation Proposals

In partnership with the New York State Department of Transportation (NYSDOT), the New York State Energy Research and Development Authority (NYSERDA) Program Opportunity Notice (PON) 1028 seeks proposals to support the development, qualification, and/or demonstration of innovative transportation products and systems. The total amount of funding available is \$1.5 million, and all, or none, of the available funding may be allocated. Among the types of projects of interest are anti-idling and retrofit technologies for freight and passenger rail system in New York State. Funding for demonstration projects will be limited to \$300,000 for each project. Qualification/validation projects would be limited to \$150,000 each, while needs assessments will be funded at \$50,000 each. Cost-sharing is required. Proposals are due on Wednesday, July 19, 2006. For more information, please go to http://www.nyserda.org/includes/funding_content_pop.asp?i=PON%201028. *Source:* Joe Tario, NYSERDA

Blue Skyways Collaborative Offers \$1.14M for Clean School Buses

EPA's Regions 6 and 7 Blue Skyways Collaborative has recently released a solicitation for Clean School Bus USA. The Collaborative will be funding approximately 6-22 grants and cooperative agreements worth \$1.14 million; the maximum award will be \$200,000, and the minimum will be \$50,000. A 5-percent cost share is required. Proposals are due on Thursday, July 27, 2006. For more information, please go to <http://www.epa.gov/region07/economics/pdf/epa-r7artd-06-008.pdf>. *Source:* Cynthia Fanning, EPA Region 6, and <http://www.grants.gov>

CONFERENCES, MEETINGS, AND WORKSHOPS

6 School Bus Workshops to be Held in Michigan

"Clean Air Program for School Buses – Plus, " a program of the Okemos, Michigan, public schools, was designed and developed through a partnership among the EPA, the Okemos public schools, the Michigan Department of Environmental Quality, Rotary District 6360, and the Michigan Association of Community and Adult Education. Okemos public schools will work with 112 participating school districts to retrofit over 375 Michigan school buses. In addition, six educational workshops for transportation managers and staff, as well as any other interested school officials, will be held and will cover information about emission control technologies, fuels, idling reduction options, and new bus purchase information. The workshops will be held in the following locations:

- July 18 Waterford
- July 19 Okemos
- July 20 Monroe
- August 1 Kalamazoo
- August 2 Reeths-Puffer Schools (Muskegon)
- August 23 Mt. Morris

For more information about these workshops, please contact the Project Director, John Zappala, of Okemos public schools at (517) 349-2209, extension 7. *Source:* Jonathan Nichols, EPA Region 5

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DOE to Hold 12th DEER Conference in August

The U.S. Department of Energy (DOE) Office of FreedomCAR and Vehicle Technologies will be holding its 12th Diesel Engine-Efficiency and Emissions Research (DEER) Conference in Detroit, Michigan, on August 20-24, 2006. The conference is expected to draw over 700 engineers and scientists from around the world to hear presentations on the latest research and development on diesel engines in the areas of advanced combustion, emission controls, and petroleum-based and renewable-energy fuels and lubricants. There will also be a Ride & Drive of diesel-powered light- and heavy-duty vehicles. More information is available at <http://www1.eere.energy.gov/vehiclesandfuels/resources/conferences/deer/index.html>.

PRESENTATIONS NOW AVAILABLE

Mid-Atlantic Clean Ports Workshop Posts Presentations

Almost every presentation from the Clean Ports Workshop sponsored by the Mid-Atlantic Diesel Consortium in Philadelphia on May 10, 2006, has now been posted on the workshop web site. They can be found at <http://www.cleanair.org/portworkshop/PresentationIndex.html>. *Source:* Perry Pandya, EPA Region 3

REGULATORY ACTIVITIES AND PUBLIC MEETINGS

More Explanation about EAct 2005 Weight Exemption for APU's

In §756 of the Energy Policy Act of 2005 (EAct 2005), the Federal axle and gross weight limits applicable to vehicles equipped with functioning auxiliary power units (APU's) operating on the Interstate System have been increased by up to 400 pounds. This provision amended §127(a) of Title 23, United States Code (USC), which prohibits the apportionment of National Highway System funds to any State that does not establish for vehicle operation on the Interstate System maximum gross weight limits of 20,000 pounds for one axle, 34,000 pounds for a tandem axle, and up to 80,000 pounds overall based on the application of a bridge formula. A part of the EAct amendment added the following language to §127(a)(12):

(A)... in order to promote reduction of fuel use and emissions because of engine idling, the maximum gross vehicle weight limit and the axle weight limit for any heavy-duty vehicle equipped with an idle reduction technology shall be increased by a quantity necessary to compensate for the additional weight of the idle reduction system.

(B). . . The weight increase under subparagraph (A) shall not be greater than 400 pounds.

As written, the current provision does not preempt State weight limits; it just allows the weight increase on the Interstates, without the States' being subjected to the highway funding sanction in §127. Therefore, the Federal Highway Administration (FHWA) lacks authority to impose funding sanctions or require that a State adopt and enforce the weight increases for vehicles equipped with APU's. Congress would need to enact new legislation to provide the necessary authority. Please note that some States have adopted the weight increases for APU-equipped vehicles. In addition, the FHWA requested comment on the enforcement component of this provision in the May 1, 2006, Federal Register (71 FR 25516), and the comment period closed on June 30, 2006. To see how this is affecting



truckers, please go to the June 6 issue of *Land Line* at http://www.landlinemag.com/todays_news/Daily/2006/Jun06/060606.htm. Source: Diane Turchetta, FHWA

Illinois Governor Signs Anti-Idling Law

Effective July 1, 2006, truckers in Illinois now have a new law restricting the amount of time they can idle in certain parts of the State. However, drivers who are idling their trucks while sleeping or resting in sleeper berths are exempt from this new regulation. The new law prohibits diesel-powered vehicles having a gross vehicle weight of more than 6,001 pounds from idling longer than 10 minutes in areas that include Chicago and East St. Louis, Illinois. There is also an exemption for waiting to weigh, load, or unload cargo or freight, as long as this time doesn't exceed 30 minutes. Fines start at \$50 for a first offense while subsequent offenses in a 12-month period could cost \$150. When temperatures are above 80°F, or less than 32°F, the idling rule will be waived.

Truckers will also be allowed to operate defrosters, heaters, air-conditioners, or other equipment necessary to prevent a safety or health emergency. The idling prohibition will not apply when idling of trucks is required to operate auxiliary equipment to accomplish the intended use of the vehicle. Examples specifically cited by the bill include loading, unloading, mixing, or processing cargo; controlling cargo temperature; construction operations; lumbering operations; oil and gas well servicing; or farming operations. For more information, please go to <http://www.illinois.gov/PressReleases/ShowPressRelease.cfm?SubjectID=3&RecNum=4976> and http://www.landlinemag.com/todays_news/Daily/2006/Jun06/061506.htm. Source: Brian Urbaszewski, American Lung Association of Metropolitan Chicago, and *Land Line*

Idling Restrictions Advance in Rhode Island

Rhode Island is considering joining the increasing number of States that restrict the idling of diesel engines in on-road and off-road vehicles. According to *Land Line* of June 22, 2006, a Rhode Island Senate Judiciary Committee has approved a bill to prohibit idling for more than 5 consecutive minutes in any 60-minute period. The House approved the bill in May, and the full Senate approved the bill at the end of June. Once the bill is signed by the Governor, it would give the Rhode Island Department of Environmental Management until July 1, 2007, to develop regulations to limit idling. Language in the current bill would make violators pay up to \$100 in fines, and subsequent violations would result in fines of up to \$500.

Among the exemptions that would apply are for situations when vehicles are stuck in traffic, required by law enforcement to stop, or "when it is necessary to operate defrosting, heating, or cooling equipment to ensure the health or safety of the driver or passengers or to operate auxiliary equipment; when it is necessary to bring the engine to the manufacturer's recommended operating temperature; or when the engine is undergoing maintenance or inspection." The bill, H7756, also clarifies that APU's and vehicles delivering fuel or energy products are not included in the restriction. For more information, please go to <http://www.rilin.state.ri.us/Billtext/BillText06/HouseText06/H7756Aaa.pdf>. Source: Linda Gaines, Argonne National Laboratory



Washington State Tax Credit for Shore Power and Retrofits Goes into Effect

Tax incentives for truck stop owners and truckers in Washington State became effective on June 7, 2006, for truck stop electrification and on-board retrofits that allow the truck to plug in to grid-supplied electricity. There is still an unresolved question about the eligibility of an APU that has shore power capabilities as an optional component. APUs are not included in the tax break, but staff at the Washington State Departments of Revenue and Ecology thinks that a shore power option might be interpreted as at least partly eligible for the tax break. There is also a question about whether the entire cost of the APU is eligible for the tax break or just the cost of the shore-power component. The agencies are in the process of clarifying this issue. Further information about how these incentives work is available at http://dor.wa.gov/Docs/Pubs/SpecialNotices/2006/sn_06_Trucks.pdf. *Source:* Frank Van Haren, Washington State Department of Ecology

POLA and POLB to Hold Public Hearing on Clean Air Action Plan

After a 30-day public comment period, commissioners of the Port of Los Angeles (POLA) and the Port of Long Beach (POLB) will be voting on whether to adopt the San Pedro Bay Ports Clean Air Action Plan, a program aimed at significantly reducing air pollution from port-related ships, trains, trucks, terminal equipment, and harbor craft. The plan was created with the cooperation and participation of the staff of the South Coast Air Quality Management District (SCAQMD), CARB, and EPA.

Public hearings on this plan will start on July 12, 2006, and end on July 25. Public comments will be accepted through Friday, July 28, 2006.

Among the actions in the plan are for State and local agencies to finance new or retrofitted vehicles. The ports and SCAQMD have proposed allocating more than \$200 million for removing old polluting trucks from the port and replacing them with newer, clean diesel engines. The plan also calls for installing shore-side power for major container cargo and cruise ship terminals within 5-10 years. More information is available at <http://www.polb.com/news/displaynews.asp?NewsID=68>. *Source:* Bill Jones, EPA Region 9

CARB Plans Semi-Annual Meeting on Statewide Rail Yard Agreement

The California Air Resources Board (CARB) will be holding its second public meeting this year to discuss potential future emission control measures to reduce railroad emissions. The meeting will be in Sacramento on Thursday, July 13, 2006, and will be web cast. More information is available at <http://www.arb.ca.gov/railyard/ryagreement/713lrts.pdf>. Please contact Harold Holmes, CARB, at (916) 324-8029 or hholmes@arb.ca.gov if you have any questions.

CARB Asks for Public Comments on Revised Anti-Idling Regulation

The regulatory process in California to develop an anti-idling regulation continues with a 15-day window to comment on CARB's proposed modification to its original proposed regulation that came out in October 2005. The regulation is applicable to model year 2008 and newer vehicles. The comment period closes on Thursday, July 13, 2006. The proposed changes, discussion of issues, and further information are available at <http://www.arb.ca.gov/regact/hdvidle/hdvidle.htm>.



FHWA Seeks Comments on Information Gathering for Non-Traditional Truck Parking Spots

The June 26, 2006, issue of the *Federal Register* contains a notice from the FHWA asking for comments on a requirement of §1305 of SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005 – a Legacy for Users). FHWA is required to establish a pilot program to address the shortages of parking shortages along the National Highway System. To administer this program for fiscal years 2006 through 2009, the FHWA will collect information necessary to evaluate and rank projects. The information collection is intended only to address the project funding allotted through the program.

In FY 2006, there is \$5.385 million available for grants under §1305, after obligation limitations. Projects funded under this section shall be treated as projects on a Federal-Aid System under Chapter 1 of Title 23 USC. Grants may be funded at an 80-100 percent funding level based on the criteria specified in § 120 of Title 23 USC. As soon as practicable, a Federal Register notice will be published with information and guidance relating to the application process. The comment period ends on Friday, August 25, 2006. Please go to <http://a257.g.akamaitech.net/7/257/2422/01jan20061800/edocket.access.gpo.gov/2006/06-5663.htm> for the complete text of the notice. *Source:* Kelly Sheckler, EPA Region 3

PUBLICATIONS

ABA Releases Study on Motor Coach Idling

The American Bus Association (ABA) has recently published its findings on a test program to evaluate the potential effects of idling restrictions on coach buses, particularly when they are forced to circulate in urban traffic for passenger comfort. Tests were conducted by M. J. Bradley and Associates, Inc., for the FHWA, EPA, DOE, and the ABA at the U.S. Army Aberdeen Proving Ground using EPA's Real-time On-road Vehicle Emissions Reporter (ROVER), a portable emissions monitoring system. The six coaches were run under various conditions: with and without air-conditioning, idling, and driving in urban traffic. For all buses, fuel use at least doubled in simulated urban driving compared to stationary idling, by a gallon or more per hour for all buses. Likewise, for all buses, NO_x emissions increased significantly in simulated urban driving compared to stationary idling. Copies of the report are available at http://www.busesoverdrive.org/files/motorcoach_idling_study.pdf. *Source:* Linda Bauer Darr, ABA

TRUCK STOP ELECTRIFICATION

Plug-In Truck Stop Electrification Benefits from Alliance of Organic Bouquet and the Climate Trust

Organic Bouquet has joined with the Climate Trust to participate in the Climate Trust's Truck Stop Electrification Program, which reduces diesel emissions at truck stops. The program will retrofit 275 Shurepower pedestals at 7 major truck stops along the I-5 corridor. Organic Bouquet is this country's first organic floral company and will be using this effort to integrate environmental sustainability at every level of its operation. The Climate Trust is a

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leading provider of carbon offset programs, and Organic Bouquet will be purchasing carbon offsets to mitigate greenhouse gases generated from shipping its flowers.

The Climate Trust estimates this program will remove nearly 90,000 metric tons of CO₂ over the next 16 years, the equivalent of taking 16,000 cars off the road or planting 180,000 trees. By offering a cleaner and cheaper alternative to diesel idling, the project will also save truckers an estimated 10 million gallons of fuel. *Source:* PR Newswire, <http://www.newscom.com/cgi-bin/prnh/20050404/SFORGBOUQLOGO>

Reservations Now Available for IdleAire Parking Spots at Truck Stops

IdleAire has begun to take reservations from truckers for a limited number of reserved spots at six TravelCenters of America and Petro Stopping Centers. Roughly 10 percent of

IdleAire spaces at these locations will be set aside to test the system before implementing it on a larger scale later this year. The company now has 1,830 equipped spaces in 30 locations, with plans to open five new sites per week beginning in July. For more information, please see http://www.idleaire.com/newsroom/releases/06_15_2006.jsp and <http://www.etrucker.com/apps/news/article.asp?id=53911>. *Source:* Joe Tario, NYSERDA

NEWS ABOUT PORTS

Smokestack Bonnets Next Step in Controlling Ship Emissions

Based on its experience with cleaning up emissions from locomotives at rail yards, Advanced Cleanup Technologies, Inc. (ACTI) has developed a similar “bonnet” that fits over the smokestacks of docked ships to capture and clean the exhaust. Once the current testing period is over at a Union Pacific rail yard, CARB, EPA, and SCAQMD will be paying for the testing of the bonnets at POLB in November. These tests are estimated to cost several hundred thousand dollars. The bonnets will capture emissions from the docked ships, which will be idling to produce operational power while cargo is being unloaded and loaded. It’s being viewed as a cheaper alternative to cold ironing, especially for smaller shipping companies. If the tests prove successful, the ACTI plans to market the device at about \$4.5 million. More information is available at <http://www.polb.com/civica/filebank/blobdload.asp?blobid=2921> and http://www.presstelegram.com/business/ci_3926594 (no longer available on-line). *Source:* Joe Tario, NYSERDA

MANUFACTURERS’ NEWS

RigMaster APU to Run on ULSD

RigMaster Power Corp. announces that all current models of its RigMaster APU are capable of operating on the ultra low sulfur diesel (ULSD), which recently entered the market. All current RigMaster models built with either Perkins 402.05 Series engine or the Caterpillar C0.5 engine are capable of running on ULSD, which contains fewer than 15 parts per million of sulfur. The company states that its APU’s currently installed on current or older trucks can be easily removed and installed on new trucks that operate on ULSD without any problems. The RigMaster® Power APU is a fully independent system that provides heat,

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A/C, battery charging, and 120V power for the driver and burns 80 percent less fuel than an idling truck. For more information, please contact Amy Egerter, RigMaster Power Corp., at (416) 201-0040 or aegerter@rigmasterpower.com.

Webasto Announces BlueCool Truck Tour

The BlueCool Truck idling reduction technology from Webasto is going on tour around the United States. The system is installed on tractor-trailers to keep the interior bunk temperature near 70°F for up to 10 hours, which negates the need to idle for cab comfort. Unlike APU's, the BlueCool Truck does not use the vehicle's fuel. Webasto is taking the BlueCool Truck technology on a cross-country tour this summer to demonstrate the system's potential to meet the demands of both emissions reduction and idling reduction. The system uses a thermal energy cold-storage unit and minimal 12-V power to run fans and circulate coolant. No diesel fuel is used during the cooling operation because it is independent of the air-conditioning system, and there are no emissions as a result. For more information, please check out the company's web site at <http://www.webasto.us>, or call (800) 215-7010. *Source:* Joe Tario, NYSEDA

OTHER NEWS OF INTEREST

Knoxville Implements Idling Reduction

In October 2005, the Knoxville area joined a number of areas that have elected to reduce idling of their municipally owned vehicles. Knox County employees have been prohibited from leaving a vehicle's engine running while parked for more than 3 minutes, except for vehicles being serviced, engaged in the delivery or acceptance of goods, or where engine power is necessary for an associated work function. For more information contact Lynne Liddington at (865) 215-5914 or LaMonté Bishop at (865) 215-4428. *Source:* http://www.knoxcounty.org/current/idle_reduction_policy.php

New URL for Back Issues of National Idling Reduction Network News

If you are a new subscriber or have misplaced an issue of this newsletter, all issues are now located at http://www1.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.html. Please update your bookmarks accordingly.

Summary of State Anti-Idling Regulations

The most up-to-date lists of anti-idling regulations in States and municipalities are available at <http://www.atri-online.org/2005.ATRI.IdlingCompendium.pdf> and <http://www.epa.gov/smartway/documents/420b06004.pdf>. If your State or municipality has changed anything listed here or if it is in error, please let us know, and we'll make sure to inform our readership. This newsletter is also a place to let people know that you are thinking of adding or changing regulations and are soliciting comments.

Incentives and Funding Opportunities for Idling Reduction Projects

The U.S. Department of Energy's Clean Cities program provides a listing of Federal and State programs that offer incentives and funding for idling reduction projects. Further

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information can be found at <http://www.eere.energy.gov/cleancities/idle/incentives.html>. Please let us know if the information needs to be changed or updated.

The West Coast Diesel Collaborative has a comprehensive listing of grant and loan programs available from many States to purchase or apply for a loan for on-board idling reduction equipment. For the listing of these programs, please go to <http://www.westcoastdiesel.org/programs.htm>.

Clean Cities Web Site Now Offers TSE Locator

The DOE Clean Cities web site now displays the locations of public truck stops that have idling reduction facilities for heavy-duty trucks. These facilities are available in 11 States (Alabama, Arkansas, California, Georgia, Maryland, North Carolina, New Jersey, New York, South Carolina, Tennessee, and Texas). Both IdleAire and Shurepower installations are listed in this locator. For more information, please go to http://www.eere.energy.gov/cleancities/idle/station_locator.html.

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